



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | BEDFORD, VA | Accident Number: | ATL83LA047 |
| Date & Time: | 11/25/1982, 1345 EST | Registration: | N60631 |
| Aircraft: | CESSNA 150J | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

WHILE PRACTICING STALLS AND TURNS, THE STUDENT STATED THE AIRCRAFT BEGAN TO VIBRATE. THE STUDENT ATTEMPTED TO ELIMINATE THE VIBRATION BY REDUCING AND ADVANCING THE THROTTLE AND FOUND THE HIGHER THE RPM, THE GREATER THE VIBRATION. UPON ATTEMPTING TO LAND IN AN OPEN FIELD THE ENGINE QUIT ON FINAL APPROACH, THE NOSE GEAR COLLAPSED ON LANDING, AND THE AIRCRAFT FLIPPED OVER. FURTHER EXAMINATION REVEALED INTAKE VALVE NUMBER 1 WAS STUCK IN THE OPEN POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. (C) ENGINE ASSEMBLY, VALVE, INTAKE - INOPERATIVE

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - OPEN FIELD

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. (F) LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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|---------------------------|--|-----------------------------------|------------|
| Certificate: | Student | Age: | , Male |
| Airplane Rating(s): | | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 06/15/1982 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 41 hours (Total, all aircraft), 41 hours (Total, this make and model), 21 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------|-----------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N60631 |
| Model/Series: | 150J 150J | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 15070462 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1500 lbs |
| Time Since Last Inspection: | 54 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4759 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed | Engine Model/Series: | 635-423-AR |
| Registered Owner: | RUCKER TIBBS | Rated Power: | 100 hp |
| Operator: | RUCKER TIBBS | Operating Certificate(s) Held: | |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 40 Miles |
| Lowest Ceiling: | Unknown / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 65° C / 0° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | NEW LONDON, VA (C) | Type of Flight Plan Filed: | None |
| Destination: | NEW LONDON, VA (C) | Type of Clearance: | None |
| Departure Time: | 0013 | Type of Airspace: | |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|------------|
| Investigator In Charge (IIC): | Report Date: | 11/25/1983 |
| Additional Participating Persons: | | |
| Publish Date: | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).